

COUNTRY Poland
SUBJECT Zurawica Marshalling Yard and Adjoining Installations

DATE DISTR 7 JAN 52
NO. OF PAGES 2 25X1

PLACE ACQUIRED [REDACTED]

NO. OF ENCLS. (LISTED BELOW) [REDACTED]

DATE OF INFO. [REDACTED] 25X1

SUPPLEMENT TO REPORT NO. 25X1

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT OF 1917, U.S.C. 56 AND 58, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

- 25X1
1. The Zurawica Marshalling Yard is located one to two kilometers from Zurawica Dolna railway station. It was originally built by the Germans during the war and has been steadily developed since.
 2. The main goods transloaded here are mining products, grain, foodstuffs, oil and gasoline by-products, heavy and light industry products, etc.
 3. The railway tracks, alternately standard and Russian gauge, cover far in excess of one kilometer in the direction of the villages of Wyszatyce and Bolestraszyce. The Russian gauge track comes only from the direction of Lwow via Przemysl and Zurawica Dolna as far as the marshalling yard, where it terminates. Informant is absolutely certain that there is no Russian gauge track at present from Przemysl to Wroclaw via Krakow and Katowice.
 4. There are three large locomotive sheds, and some of the biggest railway workshops in Poland, in the Zurawica marshalling yard. These sheds are used for both Polish and Soviet locomotives. The latter are also overhauled there. Russian gauge tracks lead up to the sheds.
 5. The marshalling yard has a power station which is used exclusively for its own requirements.
 6. There are three very large, and one smaller, loading platforms. Of these, there is a special platform, the largest, for transloading of ore, and another, slightly smaller, for grain.
 7. Transshipment of oil products takes place on separate platforms, in the area controlled by the Center for the Oil Industry (C.F.N.) adjoining the marshalling yard.
 8. The yard has its own strong detachment of Railway Guards (Straz Kolejowej), a U.S. unit for its exclusive use, and a Customs Office.
 9. A large foundry is to be constructed, within the framework of the Six-Year-Plan, on a site adjoining the marshalling yard. Supplied with iron ore from the USSR, the foundry's production will be sent to metallurgical plants in Poland. A Polish-Soviet Commission inspected the site in 1950, and in 1951, owners of land in Bolestraszyce and some in Wyszatyce were forbidden to till and sow on specially-marked areas. Preliminary work in 1951 consisted of laying standard

CLASSIFICATION SECRET/CONTROL - U.S. OFFICIALS ONLY

STATE	<input checked="" type="checkbox"/> NAVY	<input checked="" type="checkbox"/> NSRB	DISTRIBUTION									
ARMY	<input checked="" type="checkbox"/> AIR	<input checked="" type="checkbox"/> FBI										

SECRET/CONTROL - U.S. OFFICIALS ONLY

25X1

CENTRAL INTELLIGENCE AGENCY

- 2 -

and Russian gauge tracks. No earthworks had been started before August 1951.

10. A large area near the marshalling yard has been surrounded by a wall three meters high, with large watchtowers at the corners. Within the enclosure nine "large" tanks are already in commission and another nine are under construction. The C.P.N. has its own railway siding here, with standard and Russian gauge tracks. Soviet trains with oil products drive straight up to the tanks and pump directly into the tanks. The C.P.N. area is guarded by a special Industrial Guards detachment and is under the protection of the U.S. units stationed in the marshalling yard.

25X1

SECRET/CONTROL - U.S. OFFICIALS ONLY